IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of: HOUSSAM SALLOUM	)) Group Art Unit 3686)
Serial No. 10/032,213	) Examiner Amber L. Altschul)
Filed: December 21, 2001	) Confirmation No. 3461)
For: COMPUTERIZED SYSTEM FOR TRANSPORTING CARGO	) Attorney Docket 1-15354)

Commissioner For Patents
P.O. Box 1450
Alexandria, Virginia 22313-1450

DECLARATION OF HOUSSAM SALLOUM

Honorable Sir:

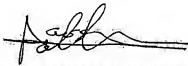I, Houssam Salloum, hereby declare that:

1.   I am the inventor of the invention set forth in the above-identified application.

2.   I conceived of the above-identified invention before the filing date of U.S. Patent 6,035,289, which is July 14, 2000.

3.   A letter describing the invention was sent by facsimile from me to my brother Abe Salloum on February 2, 1998. This letter evidences both a conception and a reduction to practice of my invention before July 14, 2000. A copy of that letter is attached hereto in relevant part as a part of this Declaration.

4.   The Activity referred to Paragraph 3 was carried out at my office in Detroit, Michigan.

5.   I am aware that willful false statements and the like made in connection with my above-identified application are punishable by fine or imprisonment, or both (18 U.S.C. §1001), and may jeopardize the validity of the application or any patent issuing thereon.

6.   All statements made herein by me of my own knowledge are true, and all statements made on information and belief are believed by me to be true.

Date: 3/12/2011

Houssam Salloum

FACSIMILE

Date:	02-02-1998
Total Pages Including Cover Page:	4

To:	Abe Salloum
Company:	
Phone:	
Fax:	1-313-277 5575

From:	Captain Houssam Salloum
Company:	Shipware, Inc.
Phone:	313-563 4838
Fax:	313-563 3722

SHIPWARE, INC.

February 2, 1998

Mr. Abe Salloum

Dear Abe:

Pursuant to our recent discussions regarding the need for supply chain and logistics process efficiency, both in the office and in the field, I have taken the time to provide some brief notes as to how industry can be more efficient in the movement of the trade.
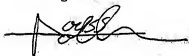
There are many variables which impact trade efficiency such as the distance to move shipment, the time for conveyance arrival and departure, the cost of the service, the performance quality, etc.

Upon further reflecting on my past experiences at several ports around the world, there is a significant amount of waste and excess costs incurred by the industry, i.e. inventory carrying costs, inventory stock outs, expedited freight charges, errors in documentation, redundant data entry, conveyance capacity under utilization, etc.

Given the fact that globalization is increasing the trade levels, the situation will only be compounded. In this regard, I have developed a unique system to be delivered through the use of the Internet and computers, which would address the above issues. It is based on the above I have established Shipware, Inc. The objective of Shipware is to develop and deploy the system. Therefore, I would be very happy if you agreed to join the board of Shipware Inc.
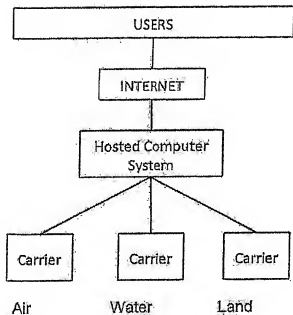
Abe, with your knowledge of manufacturing and the challenges within the supply chain, please review the attached diagram and let me know your thoughts.

Best regards,

Captain Salloum
Chief Executive Officer
Shipware, Inc.

Attached: *System overall architecture*

USERS

INTERNET

Hosted Computer System

Carrier — Air

Carrier — Water

Carrier — Land

1. The objective of the system is to make available carriers services to the users by connecting carriers systems through a hosted computer system through the Internet to the users.
2. All modes of carriers service will be connected to the host computer system, air, water and land
3. Users can select from multiple carriers options that best fits his needs
4. His options will be based on the departure, arrival, price and space availability
5. All data required for the user to make his selection will be transmitted to the host computer system made available to the users on one interface
6. Users can book through the internet and receive electronic booking confirmations from the carrier system interface
7. Users can submit all his information regarding the shipment to the carrier for documentation.
8. Users can also submit information required by customs for the clearance of goods.
9. User can track the shipment through the hosted computer system
10. Users can communicate to the carriers agent for documentation process and information